

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed The Hills Local Environmental Plan 2012 (Amendment No. (#)) – increase the floor space ratio from 1:1 to 1.4:1 for the part of Lot 4054 DP 1070487, 2 – 4 Burbank Place, Baulkham Hills zoned B7 Business Park (8/2015/PLP).

ADDRESS OF LAND: Lot 4054 DP 1070487, 2 – 4 Burbank Place, Baulkham Hills

SUMMARY OF HOUSING AND EMPLOYMENT YIELD:

	EXISTING	PROPOSED	TOTAL YIELD
Jobs	Approx. 476	Approx. 42	Approx. 518

* The above figures are based on an existing constructed floor space of 14,265m² and the proposed additional 1,237m² of floor space. The estimated number of employees has been determined at a rate of 30m² per employee.

The approved (but not yet constructed) floor area of 1,918m² has not been included in the above figures.

SUPPORTING MATERIAL:

- Attachment A** Assessment against State Environmental Planning Policies
- Attachment B** Assessment against Section 117 Ministerial Directions
- Attachment C** Council Report and Resolution, 9 December 2014
- Attachment D** Traffic and Parking Assessment Report, Brown Consulting (April 2014)

THE SITE:

The site is located on the corner of Burbank Place and Solent Circuit in the Norwest Business Park. The irregular shaped site has an area of 1.389 hectares and is in the vicinity of Hillsong Church and existing commercial buildings. Low and medium density residential dwellings are located to the north, north east and west of the adjoining lake (Figure 1).

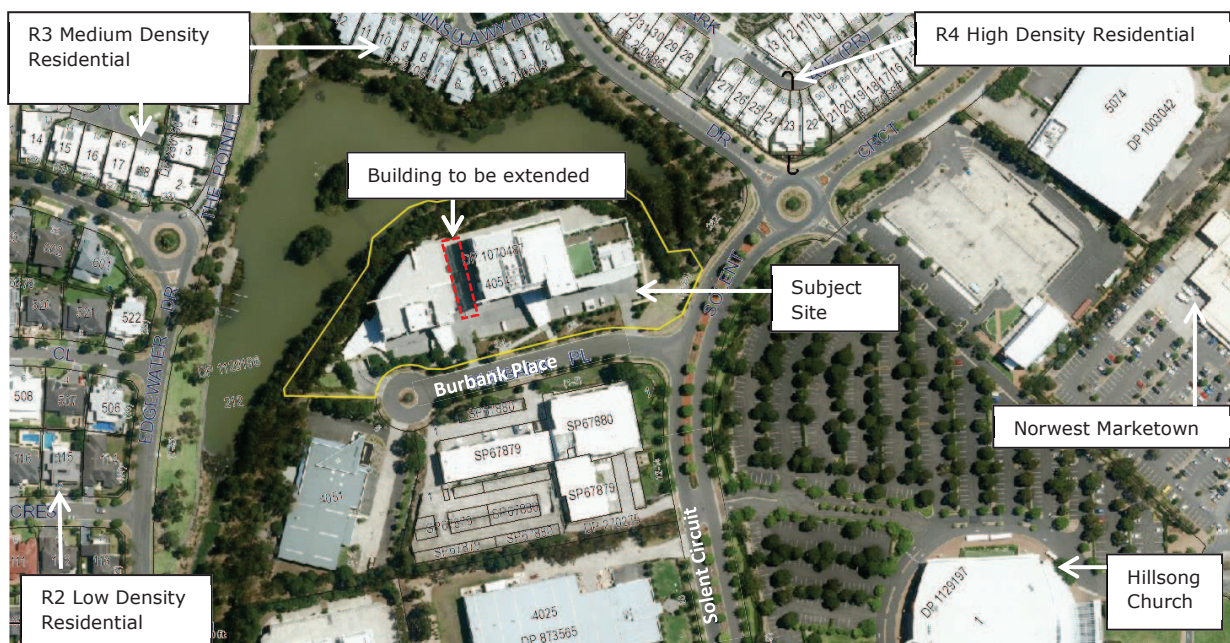


Figure 1
Aerial view of the subject site

BACKGROUND:

The commercial buildings on the site were approved in June 2004 with a combined floor area of 13,890m² and a floor space ratio of 1:1. In April 2010 an additional 375m² of floor space was approved for the site. Following this, in November 2013 consent was granted for an additional 1,918m² of floor area to achieve an approved building area of 16,183m² on the site. Works associated with this Development Approval have not yet commenced.

The applicant is seeking to increase the total building area by a further 1,237m² (Figure 2). This will result in a total floor area of 17,420m² which equates to a 25.4% increase in floor space over the initial June 2004 approval.

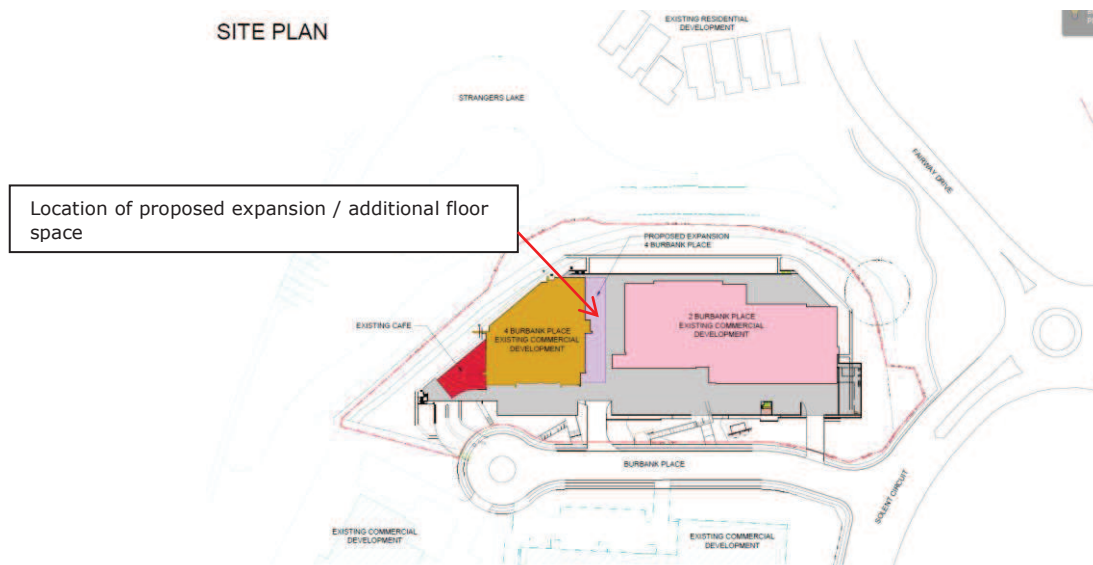


Figure 2
Proposed Site Plan

The subject site is zoned B7 Business Park and SP2 Infrastructure (Drainage) (Figure 3). When the existing buildings on the site were approved in 2004, the floor space ratio for the business park was governed by Development Control Plan No.31 – Norwest which permitted the FSR to be calculated using the entire site area of 1.389 hectares. Since this time, Local Environmental Plan 2012 has introduced a new method of calculating floor space ratios which excludes land on which the proposed development is prohibited. For this site, only the component of B7 Business Park zoned land (1.237 hectares) can be used to calculate the floor space ratio. Therefore, to facilitate the provision of the additional 1,237m² of floor space, a floor space ratio of 1.4:1 is required for the site.

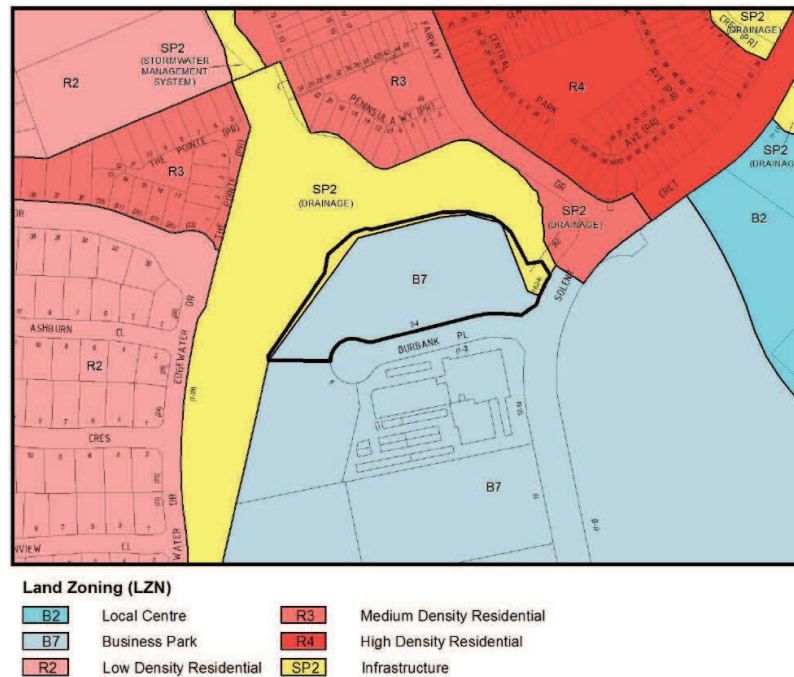


Figure 3
Zoning under The Hills Local Environmental Plan 2012

The matter was reported at an Ordinary Council Meeting on 9 December 2014 and Council resolved that:

"A planning proposal be forwarded to the Department of Planning and Environment for a Gateway Determination to amend the floor space ratio map from 1:1 to 1.4:1 for 2-4 Burbank Place, Baulkham Hills (Lot 4054 DP 1070487)."

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objective of the planning proposal is to facilitate alterations and additions to an existing commercial building by 1,237m² of additional office floor space.

PART 2 EXPLANATION OF THE PROVISIONS

The proposed outcomes will be achieved by:

- An amendment to the Floor Space Ratio Map to increase the floor space ratio from 1:1 to 1.4:1 for that part of the site zoned B7 Business Park.

PART 3 JUSTIFICATION

SECTION A - NEED FOR THE PLANNING PROPOSAL

1. *Is the planning proposal a result of any strategic study or report?*

No, the planning proposal is not a result of any strategic study or report.

However, the Draft North West Subregional Strategy and the North West Rail Link Corridor Strategy both acknowledge the need to reinforce the Norwest Business Park as a key provider of jobs in the Sydney's north-west. The planning proposal is consistent with the State Government and Council's vision for the Norwest Business Park, including the North West Rail Corridor Strategy and the Draft North West Subregional Strategy as it will facilitate the provision of additional office floor space close to future transport infrastructure.

2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes, the planning proposal is considered to be the best way to achieve the intended outcomes for the site.

Increasing the floor space ratio for the subject site will enable the provision of additional office floor space to meet the demands of businesses. Existing height restrictions will remain unchanged.

SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

3. *Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

Yes, a discussion of consistency is provided below.

- **Metropolitan Plan for Sydney 2036**

The strategic plan prepared by the NSW Government entitled the *Metropolitan Plan for Sydney 2036* aims to integrate land use and transport planning to provide a framework for the growth and development of the Sydney Region to 2036. The planning proposal is consistent with the plan since it seeks to provide additional commercial floor space that will encourage local job opportunities in a location that will be well-served by public transport following the commencement of the North West Rail Link in late 2019.

- **Draft Metropolitan Strategy for Sydney 2031**

The Draft Metropolitan Strategy for Sydney was released in March 2013 for public comment. Once finalised, the draft Strategy will replace the Metropolitan Plan for Sydney 2036. The draft Strategy establishes a vision with key objectives, policies and actions to guide the growth of Sydney to 2031 and is underpinned by the following key outcomes:

- Balanced growth;
- A liveable city;
- Productivity and prosperity;
- Healthy and resilient environment; and
- Accessibility and connectivity.

The draft Strategy seeks to enhance the role of the Norwest Specialised Precinct as a metropolitan-scale business park with an intensification of business uses, especially within approximately one kilometre of the proposed North West Rail Link stations. It aims to provide capacity for at least 15,000 additional jobs to 2031.

The planning proposal is consistent with the draft Metropolitan Strategy for Sydney 2031. It will facilitate the provision of new office floor space within approximately 500 metres of the future Norwest Rail Station and will provide new employment opportunities close to homes in the North West Growth Centre precincts.

Based on initial estimates, the proposal will increase the employment capacity of the precinct by approximately 42 jobs. Accordingly, the proposal is considered to satisfy this criterion as it will increase the potential employment within the precinct, LGA and subregion.

- **Draft North West Subregional Strategy**

The draft North West Subregional Strategy was prepared by the NSW Government to implement the Metropolitan Plan and the State Plan. It is currently being reviewed by the Department of Planning and Environment. The draft strategy plans to accommodate some 130,000 jobs and 140,000 dwellings within the North West Subregion by 2031. Of these,

47,000 jobs (36%) and 36,000 dwellings (26%) are to be accommodated within The Hills Shire. An overarching theme of the strategy is for dwelling and employment growth to be concentrated within centres and near to public transport hubs.

The Draft North West Subregional Strategy set a target of providing an additional 25,000 jobs within the Norwest Business Park between 2001 and 2031. The proposal is consistent with the Strategy as it will assist with meeting employment targets for the Hills Shire and Norwest Business Park in a location that is close to services and the planned North West Rail Link.

- **North West Rail Link Corridor Strategy**

The Department of Planning and Environment has produced a Corridor Strategy (September 2013) to guide future development around the eight (8) new stations of the North West Rail Link. The introduction of the North West Rail Link (NWRL) and a station at Norwest has the potential to further reinforce Norwest as a Specialised Centre and the largest employment centre for Sydney's North West. A new station, located within the existing Norwest Business Park, will provide further impetus for Norwest to evolve as a vibrant and active centre of business for the region, comprising offices, retailing, community facilities, recreation, cultural, education and housing to serve the increasing population.

The Corridor Strategy provides a vision for how the areas surrounding the railway stations could be developed to integrate new jobs and services to best utilise the new rail infrastructure. The Structure Plan for the Norwest Rail Station identifies the subject site as 'business park' land and a 'short term opportunity site'. It is considered that the planning proposal is, in principle, consistent with the Corridor Strategy.

4. *Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?*

Yes, a discussion of consistency is provided below.

- **The Hills Future Community Strategic Plan**

The Hills Future Community Strategic Direction articulates The Hills Shire community's and Council's shared vision, values, aspirations and priorities with reference to other local government plans, information and resourcing capabilities. It is a direction that creates a picture of where the Hills would like to be in the future. The direction is based on community aspirations gathered throughout months of community engagement and consultation with members of the community.

The proposal is consistent with the vision and objectives of The Hills Future – Community Strategic Plan as it provides an opportunity for businesses to grow and meet the needs of a modern local economy in a location that will have good access to the future North West Rail Line.

- **Draft Local Strategy**

In 2008 Council adopted its Local Strategy to provide the basis for the future direction of land use planning in the Shire and within this context implement the key themes and outcomes of the 'Hills 2026 Looking Toward the Future'. The Employment Lands Direction is the relevant component of the Local Strategy to be considered in assessing this application.

- Employment Lands Direction (2009)

The North West Subregional Strategy establishes an employment capacity target for the Shire from 2001 to 2031 of 47,000 jobs. The Employment Lands Direction demonstrates that there is capacity to meet this target with capacity for 55,574 additional jobs to 2031. In addition to the contribution towards anticipated employment targets, the Direction seeks to provide employment close to home, services and transport infrastructure.

Council's Employment Lands Direction provides an overall strategic context for the planning and management of the Shire's employment lands and their development and growth to 2031. It supports the commitments contained in The Hills Future Community Strategic Direction, in particular the development of a local modern economy. Key directions include promoting growth in local and business employment opportunities and enhancing the use and viability of existing employment lands.

The proposal will not result in the loss of any employment land. Instead, it will facilitate the provision of an additional 1,237m² of floor space via alterations and additions to an existing commercial building and will enable the more efficient use of existing employment land. The additional floor space will provide new employment opportunities for workers in Sydney's north west.

The planning proposal is consistent with the Employment Lands Direction as it will enable businesses to grow and meet the demands of the Shires growing economy and provide new employment opportunities for the Shire's residents.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. An assessment of the planning proposal against relevant State Environmental Planning Policies is provided in Attachment A. A discussion on the consistency of the proposal with the relevant Policies is provided below.

- **State Environmental Planning Policy (Infrastructure) 2007**

The SEPP (Infrastructure) aims to assist the delivery of infrastructure and provide greater certainty regarding the planning provisions that apply to new infrastructure across NSW.

The planning proposal does not contradict or repeat any provision within this Policy and any future development of the site will be required to consider the provisions of the SEPP.

- **SREP No. 20 – Hawkesbury – Nepean River (No 2 – 1997)**

This Plan aims to protect the environment of the Hawkesbury – Nepean River by ensuring that the impacts of future land uses are considered in a regional context. This requires consideration of the impacts of the development on the environment, the feasibility of alternatives and consideration of specific matters such as environmentally sensitive areas, water quality, water quantity, flora and fauna, riverine scenic quality, agriculture, and metropolitan strategy.

The location of the proposed works being restricted to land zoned B7 Business Park will minimise impacts on the riparian land surrounding the lake. Appropriate controls also apply to ensure future development will not adversely impact the riverine environment. Therefore it is considered that the planning proposal achieves satisfactory compliance with the provisions of SREP.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes. The consistency of the planning proposal with the s.117 Ministerial Directions is detailed within Attachment B. A discussion on the consistency of the proposal with each relevant Direction is provided below.

- **Direction 1.1 Business and Industrial Zones**

This Direction aims to encourage employment growth in suitable locations and to protect employment land in business zones.

The proposed amendment will not reduce the total potential floor space area for employment uses in business zones. Increasing the floor space ratio for the subject site will encourage the

suitable expansion of office floor space in a suitable location close to the emerging Norwest Town Centre and the future Norwest Rail Station.

It is considered that the proposed amendment is consistent with the strategic directions and key policy settings of this Direction.

- **Direction 2.1 Environment Protection Zones**

This Direction aims to protect and conserve environmentally sensitive areas.

The subject site is zoned part B7 Business Park and part SP2 Infrastructure (Drainage). The works associated with the subject planning proposal will be confined to the portion of land zoned B7 Business Park only. It is not anticipated that there will be any adverse impacts on environmentally sensitive areas as a result of the planning proposal.

It is considered that the proposed amendment is consistent with the strategic directions and key policy settings of this Direction.

- **Direction 3.4 Integrating Land Use and Transport**

A planning proposal must be consistent with the aims, objectives and principles of *Improving Transport Choice – Guidelines for planning and development* (DUAP 2001) and *The Right Place for Business and Services – Planning Policy* (DUAP 2001).

This Direction aims to ensure that new development improves access to jobs and services by public transport, reduces dependence on cars and supports the efficient and viable operation of public transport.

The proposed amendment will increase the availability of office floor space within walking distance of the future Norwest Rail Station and will encourage patronage of the Rail Link. The site is also located in close proximity to the emerging Norwest Town Centre which will assist with reducing vehicle trips generated by employees. The Business Park has good access to bus services along Norwest Boulevard, with regular weekday connections to the city, Castle Hill, Parramatta, Blacktown, the Seven Hills Bus Interchange, Rouse Hill and Macquarie Park. The Business Park also has good access to the M2 and M7 Motorways.

It is considered that the proposed amendment is consistent with the strategic directions and key policy settings of this Direction.

- **Direction 4.3 Flood Prone Land**

This Direction aims to ensure that the development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and to ensure consideration of potential flood impacts both on and off the site.

The subject site located adjacent to a lake and is partly zoned SP2 Infrastructure (Drainage). It is identified as a flood control lot under The Hills Development Control Plan 2012 Part C Section 6 – Flood Controlled Land. However, the proposed 1,237m² of additional floor space will be provided in association with an existing commercial building and is not considered to constitute a significant increase in development on the site.

The Hills LEP 2012 contains flood prone land provisions that seek to minimise risks to property and life and significant impacts on the environment. Furthermore, flood related development controls apply to any flood prone land through The Hills Development Control Plan 2012 Part C Section 6 – Flood Controlled Land. These controls have been prepared in accordance with the NSW Government's Flood Prone Land Policy.

The proposal will not result in significant flood impacts to other properties or require additional government spending on flood mitigation measures, infrastructure or services. Further, the planning proposal will not permit development to be carried out without development consent.

It is considered that the provisions of the planning proposal are consistent with the strategic directions and key policy settings of this Direction.

- **Direction 5.9 North West Rail Link Corridor Strategy**

This Direction aims to promote transit-oriented development, manage growth around the new train stations of the North West Rail Link, and to ensure that development within the North West Rail Link corridor is consistent with the Corridor Strategy and precinct Structure Plans.

The Structure Plan for the Norwest Rail Station identifies the subject site as 'business park' land and a 'short term opportunity site'. The Corridor Strategy anticipates that such land could accommodate commercial offices on sites that are carefully integrated into the character of the area. The proposed additional floor space will integrate with the business park character of the area.

The Corridor Strategy sets a target of an additional 15,000 jobs by 2031 for the Norwest Business Park. The subject planning proposal will assist with meeting this target by providing additional office floor space and new employment opportunities. The provision of additional office floor space within walking distance of the future Norwest Rail Station will encourage additional patronage of the future transport infrastructure and will support the principles of transit-oriented development within the business park.

It is considered that the proposal is consistent with the objectives of this Direction and the Structure Plan outlined in the North West Rail Link Corridor Strategy.

- **Direction 6.1 Approval and Referral Requirements**

This Direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The planning proposal is consistent with this Direction as it does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, nor does it identify any development as designated development.

- **Direction 6.3 Site Specific Provisions**

The proposal is consistent with this Direction as it will enable the desired land use to be undertaken without imposing any development standards or requirements which are in addition to those already contained within LEP 2012.

- **Direction 7.1 Implementation of the Metropolitan Plan for Sydney 2036**

The planning proposal is consistent with the policies, outcomes and actions of the Metropolitan Plan for Sydney 2036. The provision of additional floor space on the subject site will assist with providing more commercial jobs closer to home in the highly accessible Norwest strategic centre.

SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

No, the land that is subject to the planning proposal is already developed and occupied by two commercial office buildings and associated parking. The portion of the building to be extended is generally void of any significant vegetation or trees. Therefore, the planning proposal is unlikely to create any adverse impacts on critical habitat or threatened species, populations or communities and their habitats.

8. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

There is unlikely to be any other environmental effects as a result of the planning proposal since the additional works relate to the extension of an existing commercial building. An additional twelve (12) car parking spaces will be required to service the additional floor space and these will be accommodated via a small extension to each of the three levels of basement carparking (4 additional parking spaces are to be provided on each level).

9. How has the planning proposal adequately addressed any social and economic effects?

The planning proposal supports the economic growth and future direction envisaged by the State Government and Council associated with the role of the Norwest Business Park as a specialised centre. It will support and is consistent with development opportunities provided by the construction of the Norwest Railway Station.

Consideration has been given to the traffic impacts associated with the subject planning proposal as well as the broader traffic situation in the Norwest Business Park. The original approval for 13,890m² of floor space would have typically generated around 222 AM peak hour trips and 167 PM peak hour trips. The existing approved floor space of 16,183m² will generate 259 vehicle trips in the AM peak and 194 in the PM peak. The proposed additional 1,237m² of floor space (to create a total of 17,420m² of floor area on the site) is expected to generate an extra 20 vehicle trips in the AM peak and an extra 15 trips in the PM peak above what has already been approved for the site. The proposal will have negligible impact on the operational efficiency of the surrounding road network.

Future works are planned to signalise the intersection of Solent Circuit/Norwest Boulevard/Reston Grange which will have sufficient capacity to cater for any additional traffic associated with the subject planning proposal. Also, anticipated bus priority lanes on Norwest Boulevard and the arrival of the North West Rail Line will encourage employees to use public transport for their journey to work and should reduce traffic generation throughout the business park.

It is anticipated that the development of this site, as proposed, will contribute approximately \$30,000 (Section 94A Plan) towards local infrastructure. The local infrastructure items in the vicinity of the site include replacing the existing roundabout at Norwest Boulevard (a State Road) and Lexington Drive with a signalised intersection.

The proposed increase in floor space ratio for the site will not adversely impact on the amenity of nearby residential dwellings or on adjoining commercial developments. The site is well landscaped and the new works will be in keeping with the surrounding business park development. The additional floor space will not significantly alter the existing bulk and scale of the building and its appearance will be compatible with the built form of nearby commercial buildings.

SECTION D - STATE AND COMMONWEALTH INTERESTS

10. Is there adequate public infrastructure for the planning proposal?

Yes, future development on the site would need to be supported by the necessary services including electricity, telecommunication, gas, water, sewer and stormwater drainage. The increased floor space ratio will facilitate the provision of an additional 1,237m² of floor space on the site. However, as the property is already occupied by two commercial buildings, it is expected that existing public infrastructure will be available to cater for the additional floor space.

11. What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning proposal?

It is proposed that the following State Agencies will be consulted in relation to the planning proposal:

- Transport for NSW
- Roads and Maritime Services
- Sydney Water
- Endeavour Energy
- Telstra

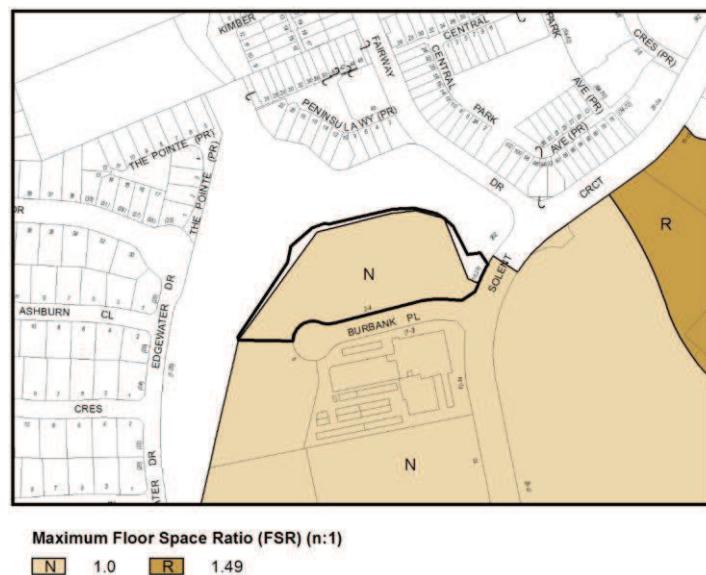
A list of all relevant agencies would be determined as part of the Gateway Determination. Following the Gateway determination, all relevant agencies will be consulted.

PART 4 MAPPING

The planning proposal seeks to amend the Floor Space Ratio Map of *The Hills Local Environmental Plan 2012* as shown below.

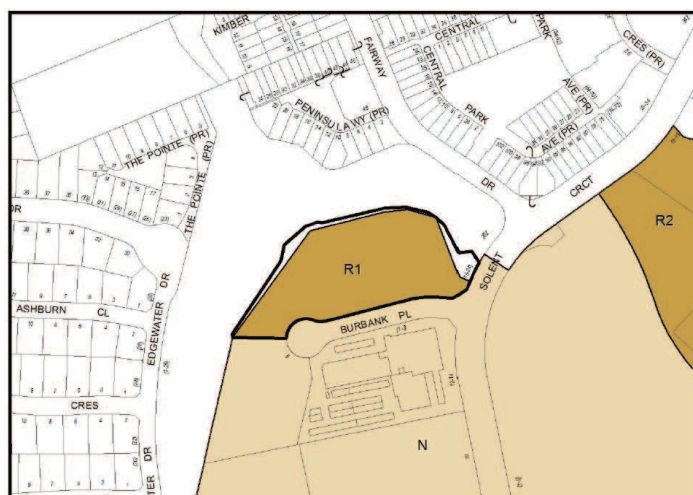
The site has an existing maximum floor space ratio of 1:1 under The Hills Local Environmental Plan 2012.

Existing Floor Space Ratio Map



The planning proposal seeks to increase the maximum floor space ratio for the site to 1.4:1 under The Hills Local Environmental Plan 2012.

Proposed Floor Space Ratio Map



Maximum Floor Space Ratio (FSR) (n:1)

N 1.0 R1 1.40 R2 1.49

PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in local newspapers and on display at Council's administration building and Castle Hill Library. The planning proposal will also be made available on Council's website. In addition, letters will be issued to adjoining and nearby property owners and stakeholders.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	January 2015
Government agency consultation	February 2015
Commencement of public exhibition period (14 days)	February 2015
Completion of public exhibition period	March 2015
Timeframe for consideration of submissions	March 2015
Timeframe for consideration of proposal post exhibition	March / April 2015
Report to Council on submissions	April 2015
Planning Proposal to PCO for opinion	May 2015
Date Council will make the plan (if delegated)	June 2015
Date Council will forward to department for notification (if delegated)	June 2015

ATTACHMENT A: STATE ENVIRONMENTAL PLANNING POLICIES

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/CONSISTENT
No. 1	Development Standards	NO	-	-
No. 14	Coastal Wetlands	YES	NO	-
No. 15	Rural Landsharing Communities	NO	-	-
No. 19	Bushland in Urban Areas	YES	NO	-
No. 21	Caravan Parks	YES	NO	-
No. 26	Littoral Rainforests	NO	-	-
No. 29	Western Sydney Recreation Area	NO	-	-
No. 30	Intensive Agriculture	YES	NO	-
No. 32	Urban Consolidation (Redevelopment of Urban Land)	YES	NO	-
No. 33	Hazardous and Offensive Development	YES	NO	-
No. 36	Manufactured Home Estates	NO	-	-
No. 39	Spit Island Bird Habitat	NO	-	-
No. 44	Koala Habitat Protection	NO	-	-
No. 47	Moore Park Showground	NO	-	-
No. 50	Canal Estate Development	YES	NO	-
No. 52	Farm Dams and Other Works in Land and Water Management Plan Areas	NO	-	-
No. 55	Remediation of Land	YES	NO	-
No. 59	Central Western Sydney Regional Open Space and Residential	NO	-	-
No. 62	Sustainable Aquaculture	YES	NO	-
No. 64	Advertising and Signage	YES	NO	-
No. 65	Design Quality of Residential Flat Development	YES	NO	-
No. 70	Affordable Housing (Revised Schemes)	YES	NO	-
No. 71	Coastal Protection	NO	-	-
Affordable Rental Housing (2009)		YES	NO	-
Building Sustainability Index: BASIX 2004		YES	NO	-
Exempt and Complying Development Codes (2008)		YES	NO	-
Housing for Seniors or People with a Disability (2004)		YES	NO	-
Infrastructure (2007)		YES	YES	CONSISTENT
Kosciuszko National Park – Alpine Resorts (2007)		NO	-	-
Kurnell Peninsula (1989)		NO	-	-
Major Development (2005)		YES	NO	-
Mining, Petroleum Production and Extractive Industries (2007)		YES	NO	-
Miscellaneous Consent Provisions (2007)		YES	NO	-
Penrith Lakes Scheme (1989)		NO	-	-
Port Botany and Port Kembla (2013)		NO	-	-
Rural Lands (2008)		NO	-	-
SEPP 53 Transitional Provisions (2011)		NO	-	-

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/CONSISTENT
State and Regional Development (2011)	YES	NO	-
Sydney Drinking Water Catchment (2011)	NO	-	-
Sydney Region Growth Centres (2006)	NO	-	-
Three Ports (2013)	NO	-	-
Urban Renewal (2010)	NO	-	-
Western Sydney Employment Area (2009)	NO	-	-
Deemed SEPPs			
SREP No. 8 (Central Coast Plateau Areas)	NO	-	-
SREP No. 9 – Extractive Industry (No. 2 – 1995)	YES	NO	-
SREP No. 16 – Walsh Bay	NO	-	-
SREP No. 18 – Public Transport Corridors	NO	-	-
SREP No. 19 – Rouse Hill Development Area	NO	-	-
SREP No. 20 – Hawkesbury – Nepean River (No 2 – 1997)	YES	YES	CONSISTENT
SREP No. 24 – Homebush Bay Area	NO	-	-
SREP No. 25 – Orchard Hills	NO	-	-
SREP No. 26 – City West	NO	-	-
SREP No. 30 – St Marys	NO	-	-
SREP No. 33 – Cooks Cove	NO	-	-
SREP (Sydney Harbour Catchment) 2005	NO	-	-

ATTACHMENT B: ASSESSMENT AGAINST SECTION 117 MINISTERIAL DIRECTIONS

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
1. Employment and Resources				
1.1	Business and Industrial Zones	YES	YES	CONSISTENT
1.2	Rural Zones	NO	-	-
1.3	Mining, Petroleum Production and Extractive Industries	NO	-	-
1.4	Oyster Aquaculture	NO	-	-
1.5	Rural Lands	NO	-	-
2. Environment and Heritage				
2.1	Environment Protection Zone	YES	YES	CONSISTENT
2.2	Coastal Protection	NO	-	-
2.3	Heritage Conservation	YES	NO	-
2.4	Recreation Vehicle Area	YES	NO	-
3. Housing, Infrastructure and Urban Development				
3.1	Residential Zones	NO	-	-
3.2	Caravan Parks and Manufactured Home Estates	YES	NO	-
3.3	Home Occupations	YES	NO	-
3.4	Integrating Land Use and Transport	YES	YES	CONSISTENT
3.5	Development Near Licensed Aerodromes	NO	-	-
3.6	Shooting Ranges	NO	-	-
4. Hazard and Risk				
4.1	Acid Sulfate Soils	NO	-	-
4.2	Mine Subsidence and Unstable Land	NO	-	-
4.3	Flood Prone Land	YES	YES	CONSISTENT
4.4	Planning for Bushfire Protection	YES	NO	-
5. Regional Planning				
5.1	Implementation of Regional Strategies	NO	-	-
5.2	Sydney Drinking Water Catchment	NO	-	-
5.3	Farmland of State and Regional Significance on the SNW Far North Coast	NO	-	-
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	NO	-	-
5.8	Second Sydney Airport: Badgerys Creek	NO	-	-
5.9	North West Rail Link Corridor Strategy	YES	YES	CONSISTENT

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
6. Local Plan Making				
6.1	Approval and Referral Requirements	YES	YES	CONSISTENT
6.2	Reserving Land for Public Purposes	YES	NO	-
6.3	Site Specific Provisions	YES	YES	CONSISTENT
7. Metropolitan Planning				
7.1	Implementation of the Metropolitan Plan for Sydney 2036	YES	YES	CONSISTENT